BookletChart™

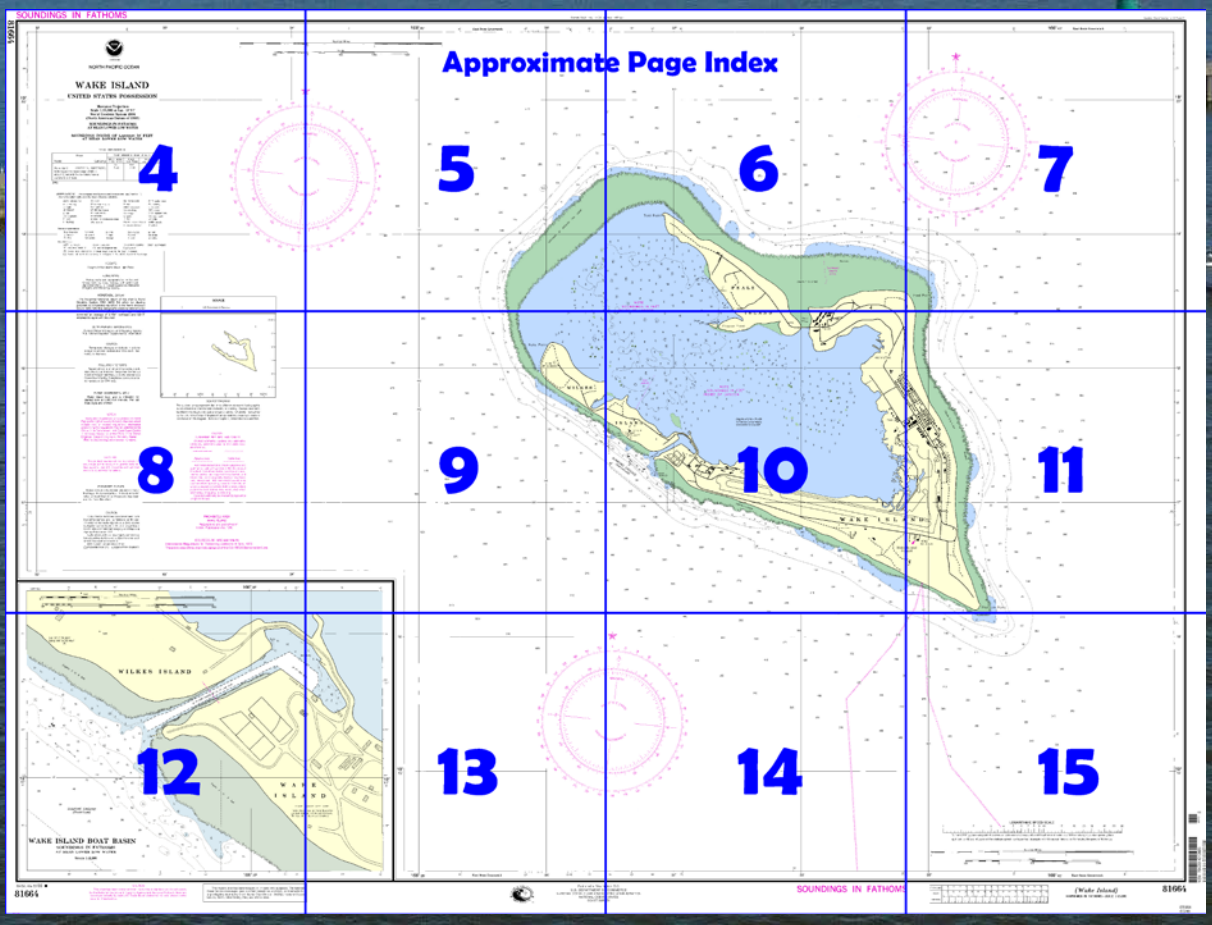
Wake Island

NOAA Chart 81664

A reduced-scale NOAA nautical chart for small boaters

When possible, use the full-size NOAA chart for navigation.

- *Complete, reduced-scale nautical chart*
- *Print at home for free*
- *Convenient size*
- *Up-to-date with Notices to Mariners*
- *Compiled by NOAA's Office of Coast Survey, the nation's chartmaker*



Published by the
National Oceanic and Atmospheric Administration
National Ocean Service
Office of Coast Survey
www.NauticalCharts.NOAA.gov
888-990-NOAA

What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

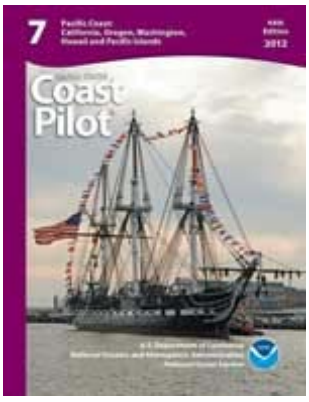
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at http://www.NauticalCharts.NOAA.gov.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.

For latest Coast Pilot excerpt visit the Office of Coast Survey website at http://www.nauticalcharts.noaa.gov/nsd/searchbychart.php?chart=81664.



(Selected Excerpts from Coast Pilot)
Wake Island (19°17'N., 166° 37'E.) lies in the Pacific Ocean on the direct route from Hawaii to Hong Kong. It is a U.S. possession with an area of only 3 square miles, consisting of three islands. The islands form all but the NW side of an atoll enclosing a shallow lagoon. The entire island group is surrounded by a shallow reef interspersed with coral pinnacles. There is no natural freshwater. Wake Island is administered by the Department of the Interior and activities on the island are managed by the US Army under a US Air Force permit. The restrictions imposed upon the entry into the Wake Island Naval Defensive Sea Area have been suspended, except for the entry of foreign flag vessels and foreign nationals. The restrictions may be re-established without notice at any time.

Prominent Features.–A conspicuous concrete structure with storage tanks in the background is situated near the W end of Wake Island. A prominent tower stands on Peale Island. An aero light is shown from an abandoned control tower situated 0.6 mile NW of Peacock Point, the SE extremity of Wake Island. It was reported that a ship obtained radar contact with Wake Island from a distance of 35 miles. The complete outline of the island was observed from a distance of 25 miles.

Channels.–On the seaward side, between Wake Island and Wilkes Island, there is a channel leading to a boat basin at the W extremity of Wake Island. In 1970, the channel and boat basin had controlling depths of 12 feet.

The boat basin can accommodate three small-craft, which may serve as tugs or cargo lighters. Ships should radio their ETA 48 hours in advance. An unloading wharf is situated on the SW side of the basin and a boat landing is at the head of the basin. Two mooring buoys are just outside the boat basin entrance channel. Cargo is discharged at the moorings. Sea conditions often permit a vessel to lie offshore and discharge dry cargo; this reported to be the safest and best method for large vessels. Oil is discharged through a floating hose which is floated out on barrels and connected to a fuel jetty at the E entrance of the boat channel.

Anchorage.–The depths drop off sharply outside the atoll reef making it unsuitable for anchorage. The lagoon itself is inaccessible. The mooring facility outside the boat basin is available to all vessels having permission to call at Wake Island, but is considered hazardous. The use of an anchor is not recommended when using the mooring buoys. Vessels should not attempt to secure at the mooring buoys in an onshore or S wind. If secured to one buoy when the wind shifts to blow onshore, slip the mooring and leave the area. Any vessels moored to only one buoy must have engines on standby. Vessels should be secured to the mooring buoys with the bow headed ESE. Small-craft usually assist in mooring operations with the best times being at high water or low water slack.

Currents.–A SSW current of 0.5 to 1 knot has been observed in the vicinity of Wake Island. There have been occasions when the currents are erratic and onshore sets have been observed. Vessels should carefully note the set and the drift of the tidal currents before attempting to moor. The tidal currents in the vicinity of the mooring buoys have been observed to set parallel to the shore at a rate of about 0.8 knot.

Weather.–Winds from the E and NE prevail throughout the year, with average velocities of 10 to 13 knots. Gales occur on an average of 10 days a year. By reason of its position, the atoll is subject to typhoons and tropical storms; thunderstorms seldom occur.

At Wake Island, the influence of the higher latitude is noticeable and the means vary between a low of 77°F in January and February and a high of 82°F in September. In August the mean maximum reaches 88°F. Extremes above 95°F are rare.

The annual average rainfall is only 37 inches, showing a great decrease in precipitation from that occurring in the lower latitudes. The monthly totals range from a January average of 1 inch in the dry season to 7 inches in August.

U.S. Coast Guard Rescue Coordination Center
24 hour Regional Contact for Emergencies

RCC Honolulu	Commander 14th CG District Honolulu, HI	(808) 535-3333

Table of Selected Chart Notes

NOTE 5 5 4
6 SOUNDINGS IN 3 FEET
INSIDE OF LAGOON

(5) NOTE
SOUNDINGS IN FEET
INSIDE OF LAGOON (8)

PROHIBITED AREA
WAKE ISLAND
Regulations are published in NIMA Publication No. 126.

HEIGHTS
Heights in feet above Mean High Water.

WARNING
The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

CAUTION
SUBMARINE PIPELINES AND CABLES
Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:

Pipeline Area *Cable Area*

Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling.
Covered wells may be marked by lighted or unlighted buoys.

CAUTION
Only marine radiobeacons have been calibrated for surface use. Limitations on the use of certain other radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Imagery and Mapping Agency Publication 117.
Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.
Station positions are shown thus:
⊙(Accurate location) o(Approximate location)

AUTHORITIES
Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the U. S. Coast Guard and National Imagery and Mapping Agency.

RADAR REFLECTORS
Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

CAUTION
Temporary changes or defects in aids to navigation are not indicated on this chart. See Notice to Mariners.

POLLUTION REPORTS
Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

NOTE A
Navigation regulations are published in NIMA Publication 126 or weekly Notice to Mariners which include new or revised regulations. Information concerning the regulations may be obtained at the Office of the Commander, 14th Coast Guard District in Honolulu, Hawaii, or at the Office of the District Engineer, Corps of Engineers, Honolulu, Hawaii.
Refer to charted regulation section numbers.

HORIZONTAL DATUM
The horizontal reference datum of this chart is World Geodetic System 1984 (WGS 84) which for charting purposes is considered equivalent to the North American Datum 1983 (NAD 83). Geographic positions referred to the Preliminary North American Datum of 1927 must be corrected an average of 0.284″ northward and 4.613″ westward to agree with this chart.

Mercator Projection
Scale 1:15,000 at Lat. 19°17′
World Geodetic System 1984
(North American Datum of 1983)

SOUNDINGS IN FATHOMS
AT MEAN LOWER LOW WATER

SOUNDINGS INSIDE OF LAGOON IN FEET
AT MEAN LOWER LOW WATER

SOURCE DIAGRAM
The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.

COLREGS, 80.1495 (see note A)
International Regulations for Preventing Collisions at Sea, 1972.
The entire area of this chart falls seaward of the COLREGS Demarcation Line.

ABBREVIATIONS (For complete list of Symbols and Abbreviations, see Chart No. 1.)
Aids to Navigation (lights are white unless otherwise indicated):

AERO aeronautical	G green	Mo morse code	R TR radio tower
Al alternating	IQ interrupted quick	N nun	Rot rotating
B black	Iso isophase	OBSC obscured	s seconds
Bn beacon	LT HO lighthouse	Oc occulting	SEC sector
C can	M nautical mile	Or orange	St M statute miles
DIA diaphone	m minutes	Q quick	VQ very quick
F fixed	MICRO TR microwave tower	R red	W white
Fl flashing	Mkr marker	Ra Ref radar reflector	WHIS whistle
		R Bn radiobeacon	Y yellow

Bottom characteristics:

Blds boulders	Co coral	gy gray	Oys oysters	so soft
bk broken	G gravel	h hard	Rk rock	Sh shells
Cy clay	Grs grass	M mud	S sand	sy sticky

Miscellaneous:

AUTH authorized	Obstn obstruction	PD position doubtful	Subm submerged
ED existence doubtful	PA position approximate	Rep reported	

(21) Wreck, rock, obstruction, or shoal swept clear to the depth indicated.
(2) Rocks that cover and uncover, with heights in feet above datum of soundings.

TIDAL INFORMATION

Place Name (Lat/Long)	Height referred to datum of soundings (MLLW)			
	Mean Higher High Water	Mean High Water	Mean Low Water	Extreme Low Water
	feet	feet	feet	feet
Wake Island (19°17′24″ N, 166°37′18″ E) In the lagoon the mean range of tide is about 1.5 feet and the low waters have a stand of 2 to 3 hours.	2.40	2.20	0.00	-2.00

(398)

SOUNDINGS IN FATHOMS

81664

32' 33' 34'

NORTH PACIFIC OCEAN

WAKE ISLAND

UNITED STATES POSSESSION

19° 20'

Mercator Projection
Scale 1:15,000 at Lat. 19° 17'
World Geodetic System 1984
(North American Datum of 1983)

SOUNDINGS IN FATHOMS
AT MEAN LOWER LOW WATER

SOUNDINGS INSIDE OF LAGOON IN FEET
AT MEAN LOWER LOW WATER

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(398)

ABBREVIATIONS (For complete list of Symbols and Abbreviations, see Chart No. 1.)

Aids to Navigation (lights are white unless otherwise indicated):

AERO aeronautical
Al alternating
B black
Bn beacon
C can
DIA diaphone
F fixed
Fl flashing
G green
IQ interrupted quick
Iso isophase
LT HO lighthouse
M nautical mile
m minutes
MICRO TR microwave tower
Mkr marker
Mo morse code
N nun
OBSC obscured
Oc occulting
Or orange
Q quick
R red
Ra Ref radar reflector
R Bn radiobeacon
R TR radio tower
Rot rotating
s seconds
SEC sector
St M statute miles
VQ very quick
W white
WHIS whistle
Y yellow

Bottom characteristics:

Blds boulders
bk broken
Cy clay
Co coral
G gravel
Grs grass
gy gray
h hard
M mud
Oys oysters
Rk rock
S sand
so soft
Sh shells
sy sticky

Miscellaneous:

AUTH authorized
ED existence doubtful
Obstn obstruction
PA position approximate
PD position doubtful
Rep reported
Submr submerged

(1) Wreck, rock, obstruction, or shoal swept clear to the depth indicated.
(2) Rocks that cover and uncover, with heights in feet above datum of soundings.

HEIGHTS

Heights in feet above Mean High Water.

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SUPPLEMENTAL INFORMATION

Consult National Imagery and Mapping Agency Pub. 126 for important supplemental information.

CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Notice to Mariners.

POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

MAGNETIC

VAR 6°15'E (1998)

ANNUAL DECREASE 4'

SOURCE

f US Government Surveys

Joins page 8

Printed at reduced scale. ~~SCALE 1:15,000~~

Nautical Miles 0 1

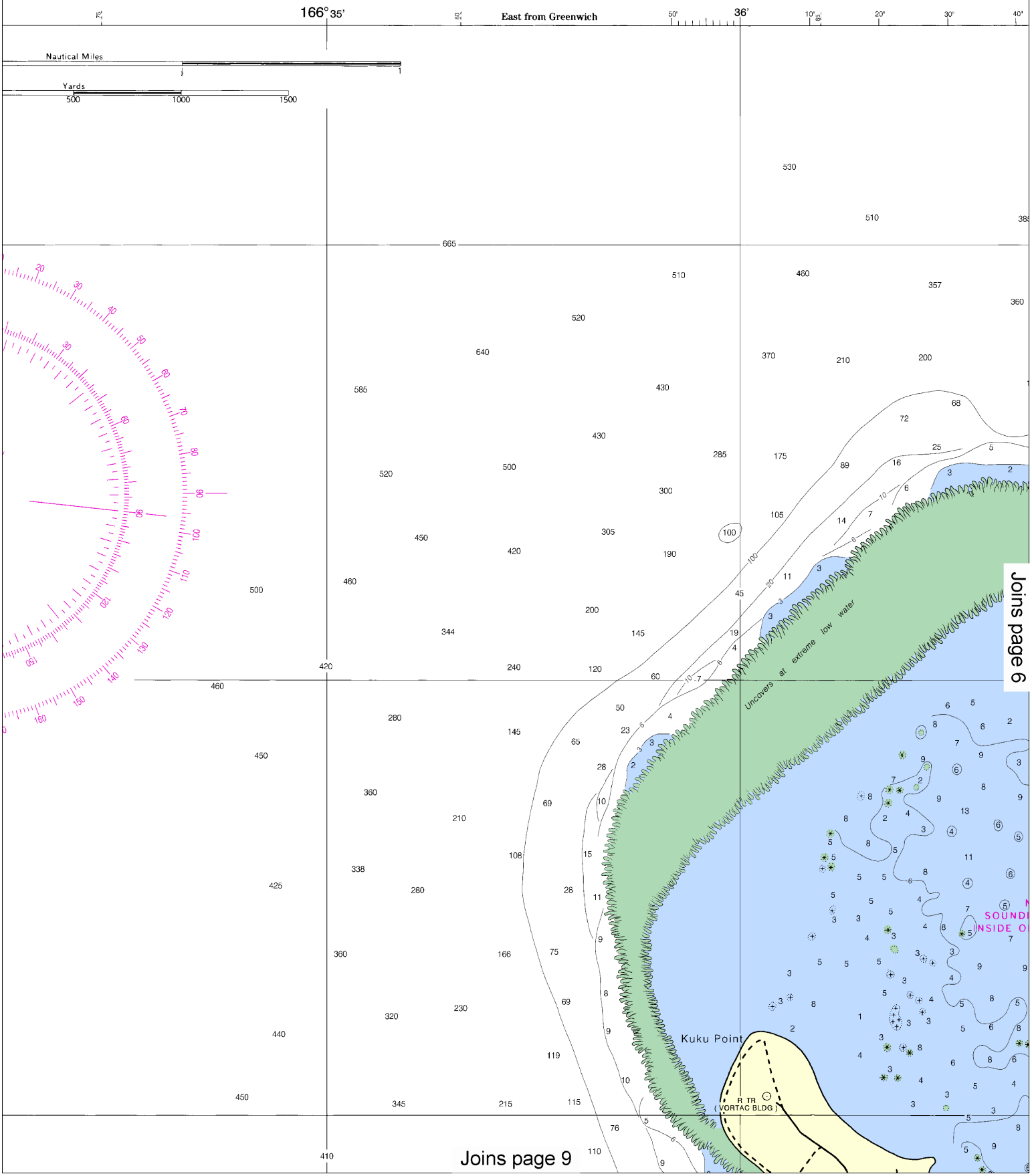
Yards 500 0 500 1000 1500

See Note on page 5.

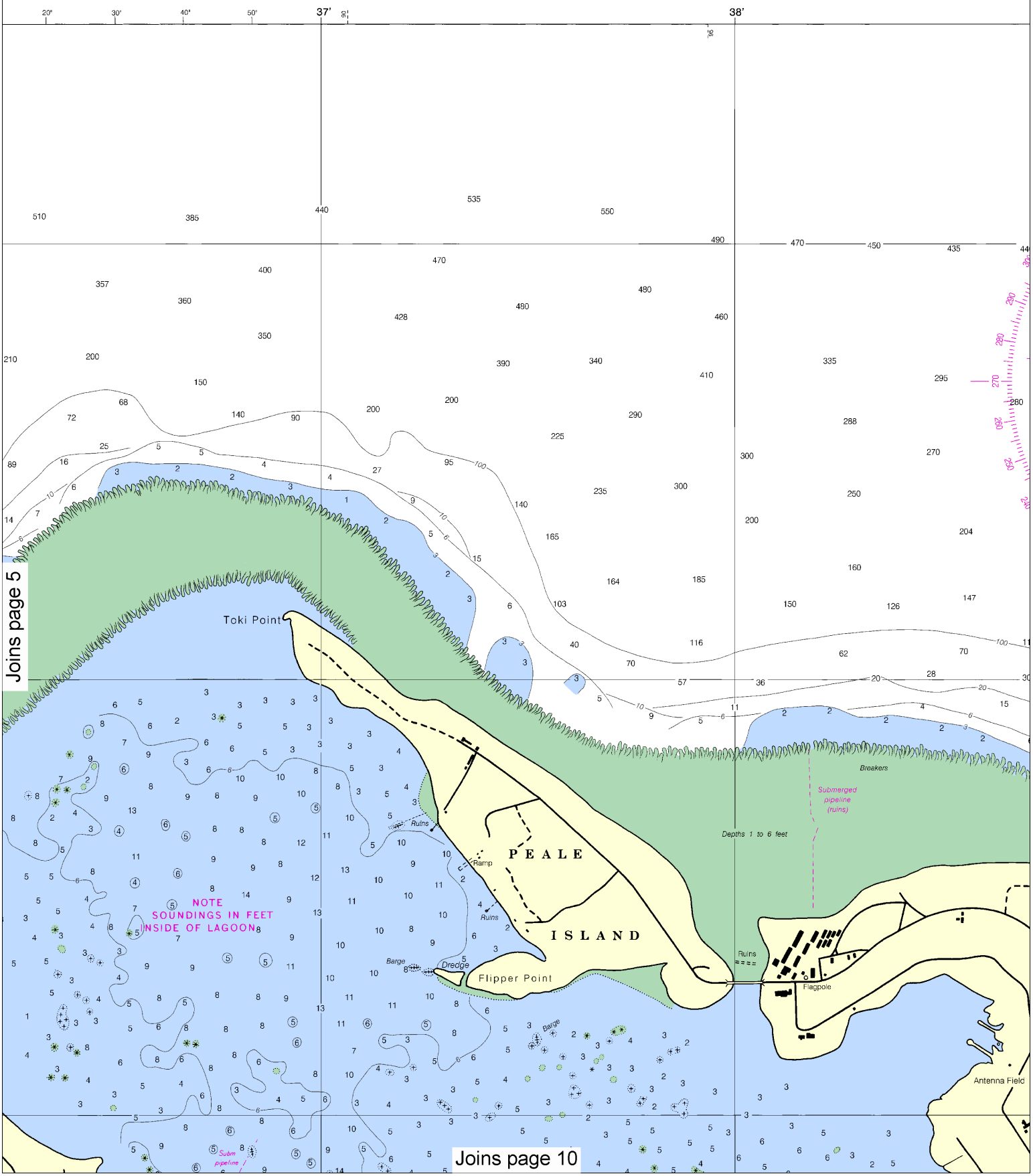
4

Note: Chart grid lines are aligned with true north.

Formerly C&GS 4195, 1st Ed., Jan 1969 KAPP 2831



This BookletChart was reduced to 70% of the original chart scale.
The new scale is 1:21429. Barscales have also been reduced and
are accurate when used to measure distances in this BookletChart.



Printed at reduced scale. ~~SCALE 1:15,000~~

Nautical Miles

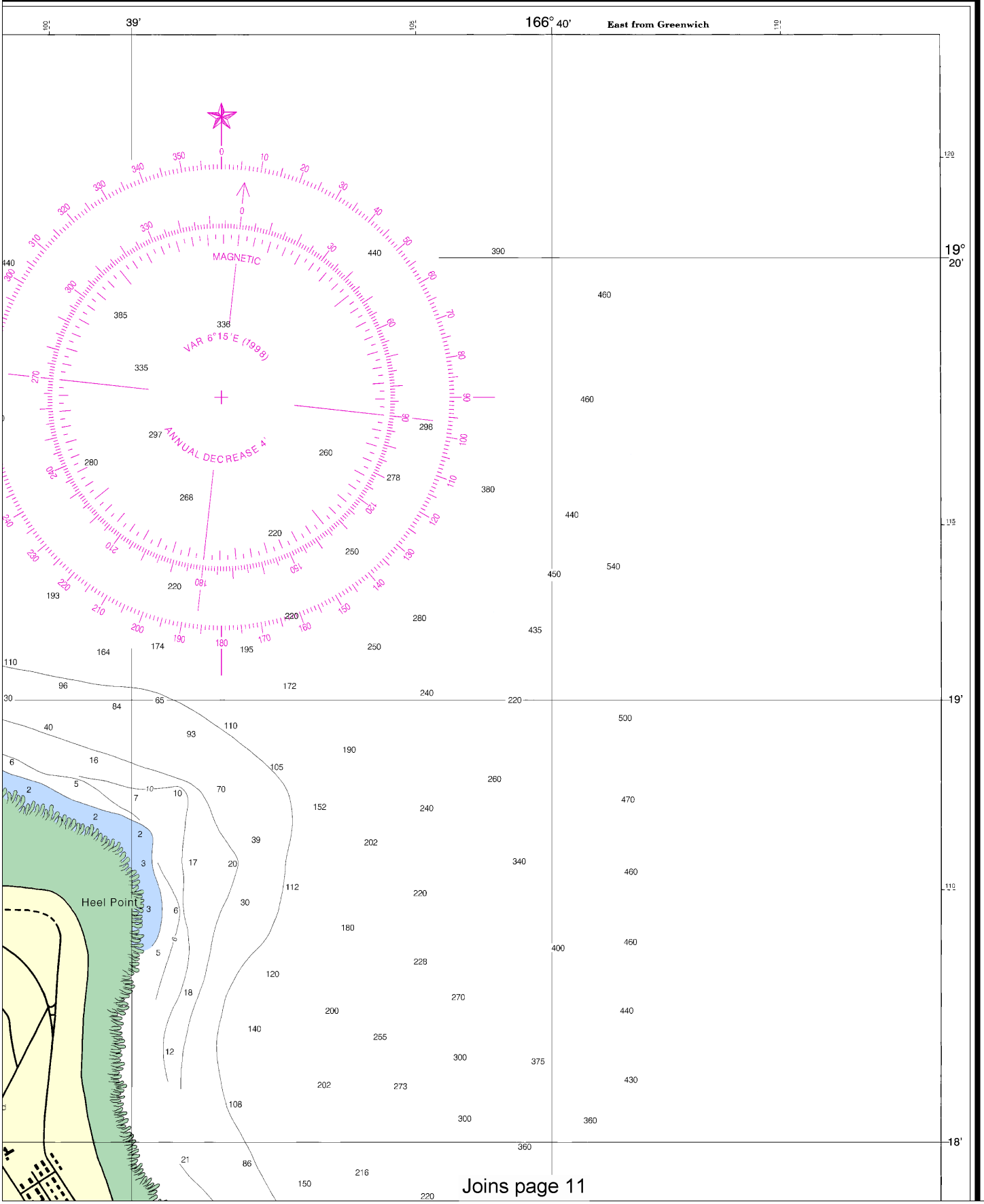
0 1

Yards

500 0 500 1000 1500

See Note on page 5.

Note: Chart grid lines are aligned with true north.



This BookletChart has been updated through: Coast Guard Local Notice To Mariners: 4812 11/27/2012,
NGA Weekly Notice to Mariners: 4912 12/8/2012,
Canadian Coast Guard Notice to Mariners: n/a.

Joins page 4

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PLANE COORDINATE GRID

Wake Island local grid is indicated by dashed ticks at 5,000-foot intervals. The last three digits are omitted.

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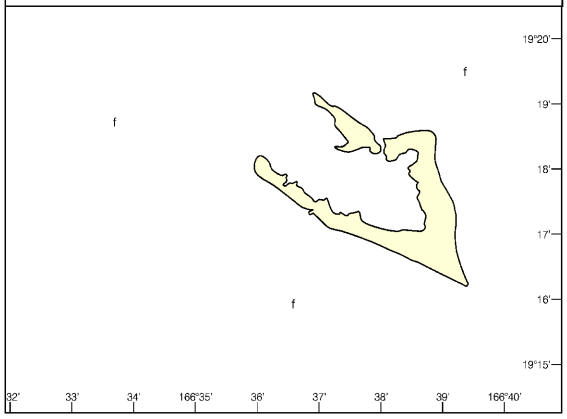
SOURCE

f US Government Surveys



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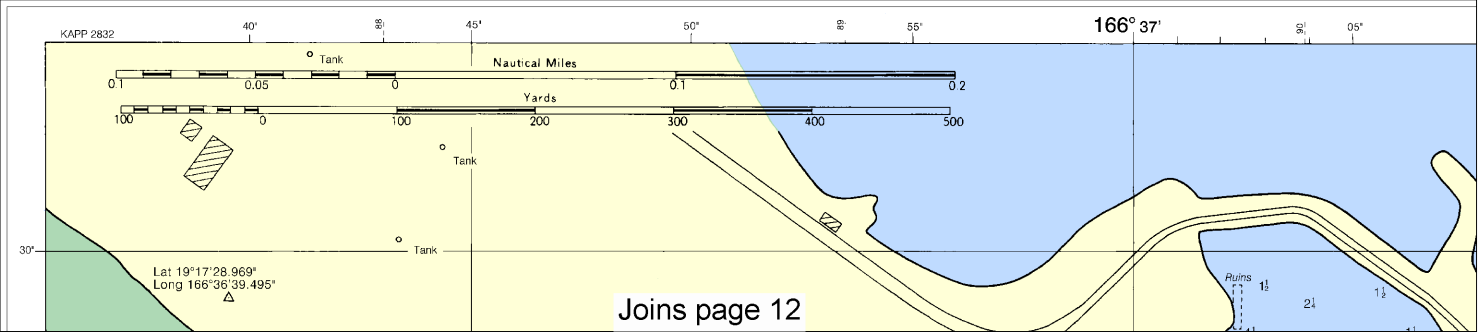
NIMA Publication No. 126.

COLREGS, 80.1495 (see note A)
International Regulations for Preventing Collisions at Sea, 1972.
The entire area of this chart falls seaward of the COLREGS Demarcation Line.

110
18'
50"
105
40"
30"
20"
10"
17'
100
50"
32'
33'
34'

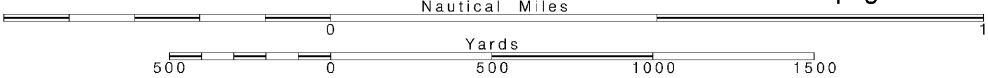


Joins page 12

8

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:15,000~~



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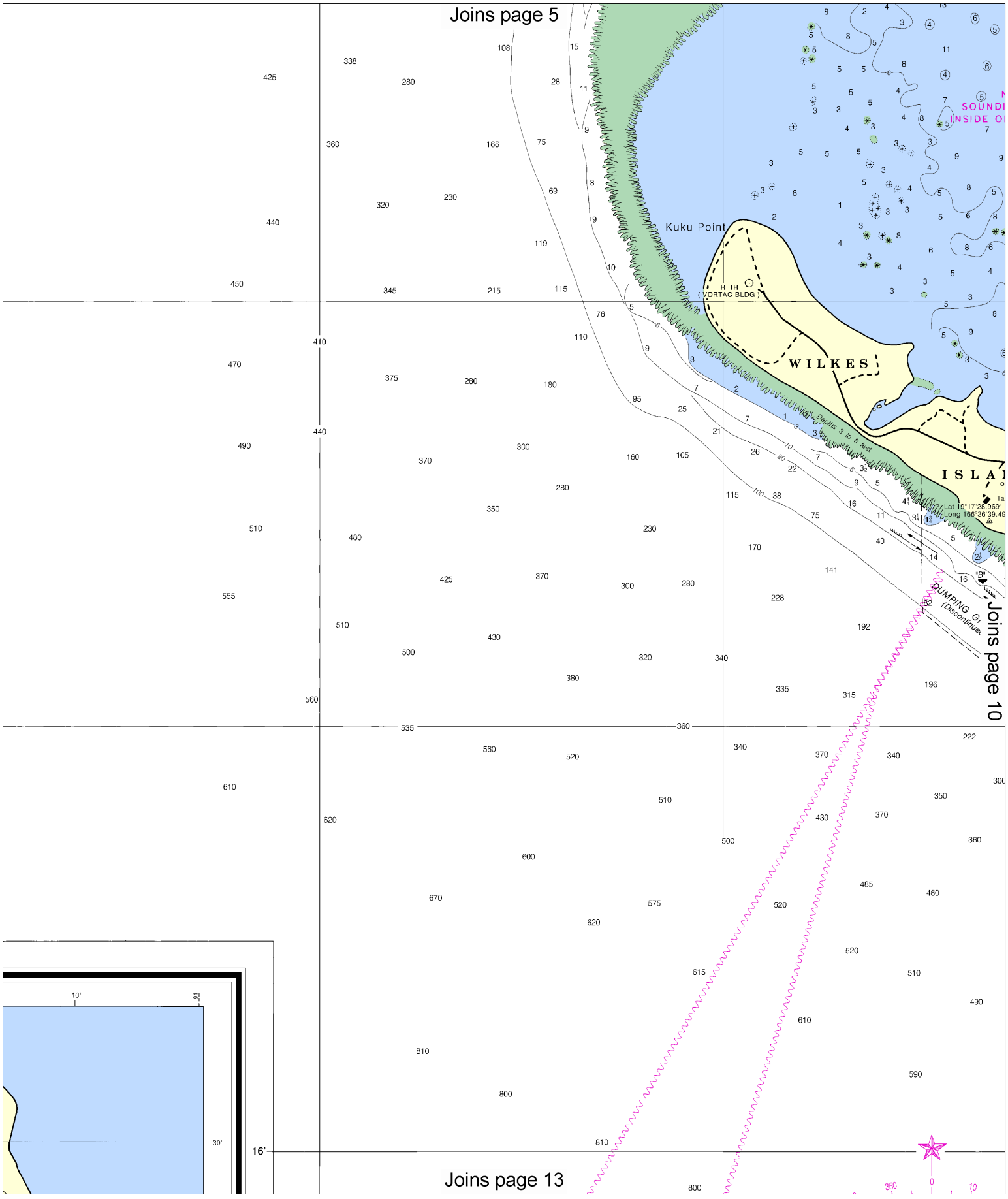
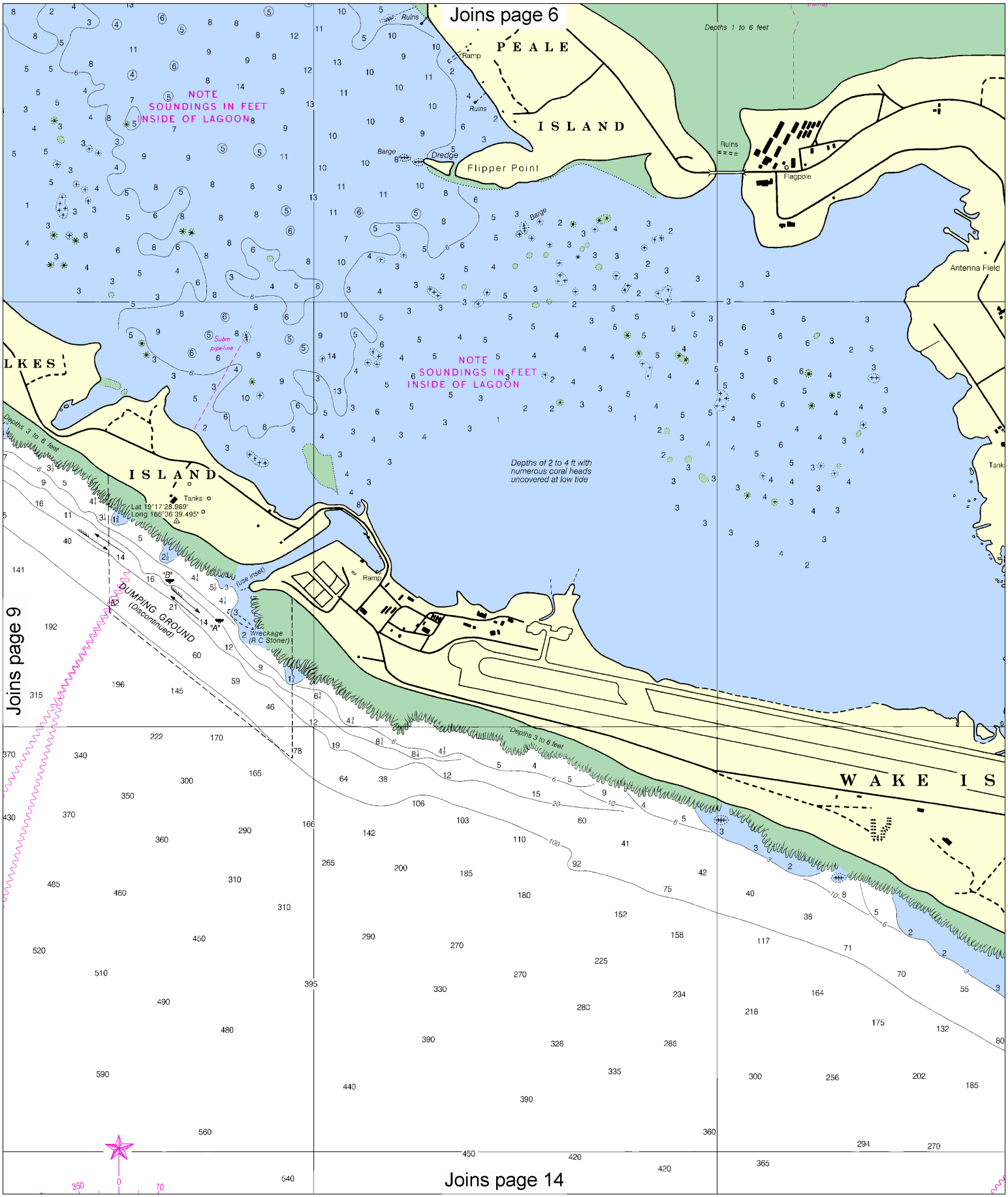

Joins page 5
Kuku Point
R TR
(VORTAC BLDG)
WILKES
ISLA
Depths 3 to 6 feet
Lat 19°17'28.969"
Long 166°36'39.49
DUMPING Gr
(Discontinue
Joins page 10
Joins page 13
16'
10'
30'



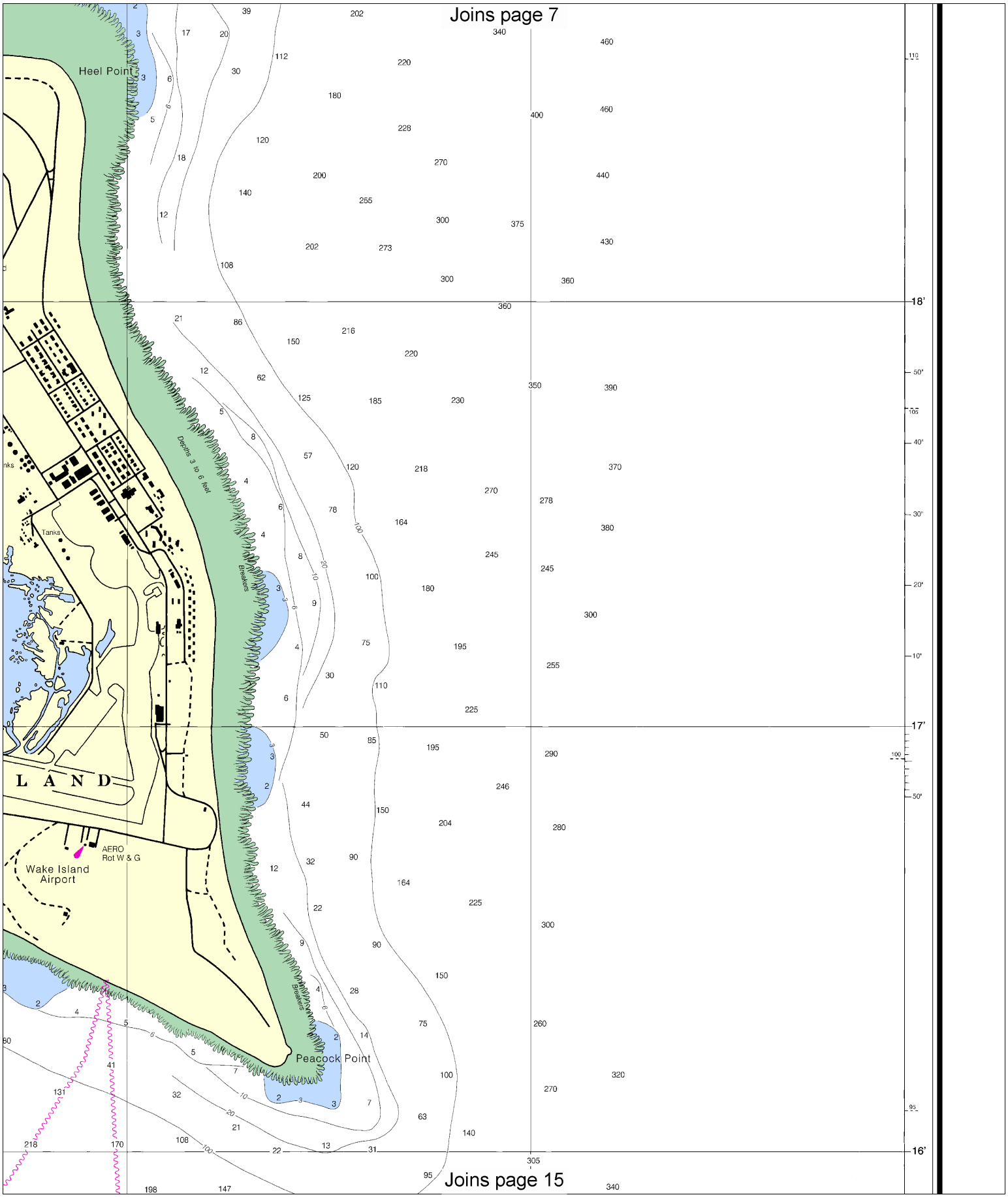
Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:15,000~~

Nautical Miles: 0 — 1

Yards: 500 — 0 — 500 — 1000 — 1500

See Note on page 5.


Joins page 7
Heel Point
Tanks
Depths 3 to 6 feet
Breakers
L A N D
AERO
Rot W & G
Wake Island
Airport
Peacock Point
18'
17'
16'
Joins page 15

should be used with caution.
Station positions are shown thus:
⊙(Accurate location) o(Approximate location)

Joins page 8

COLREGS, 80.1495 (see note A)
Regulations for Preventing Collisions at Sea, 1972.
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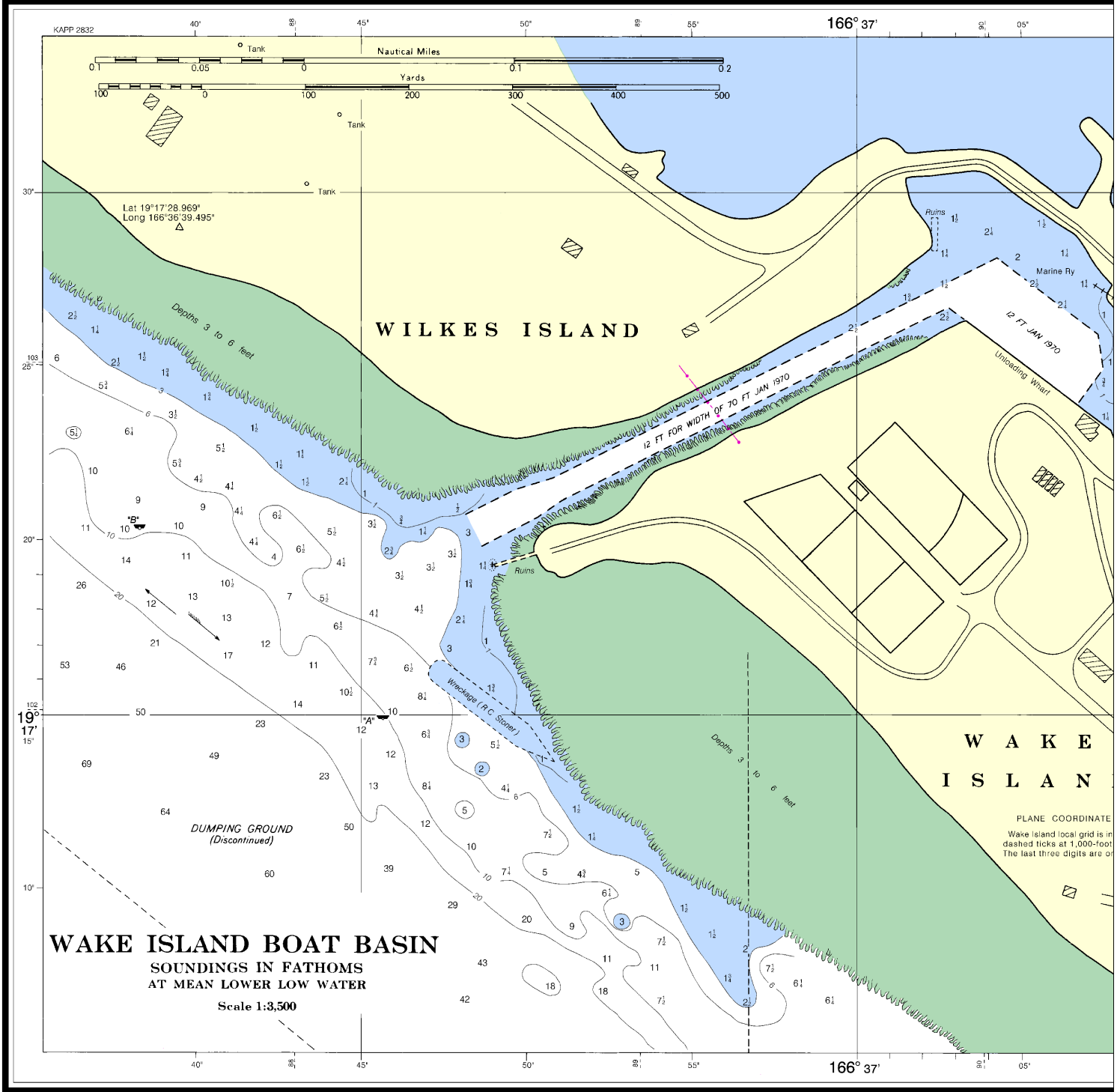
32' 33' 34'



6th Ed., May 30/98 ■

81664

CAUTION
This chart has been corrected from the Notice to Mariners published weekly by the National Imagery and Mapping Agency and the Local Notice to Mariners issued periodically by each U.S. Coast Guard district to the date shown in the lower left hand corner.

This nautical chart has been designed to promote safe navigation. The National Ocean Service encourages users to submit corrections, additions, or comments for improving this chart to the Chief, Marine Chart Division (N/CS2), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3282.

42 IN

12

Note: Chart grid lines are aligned with true north.

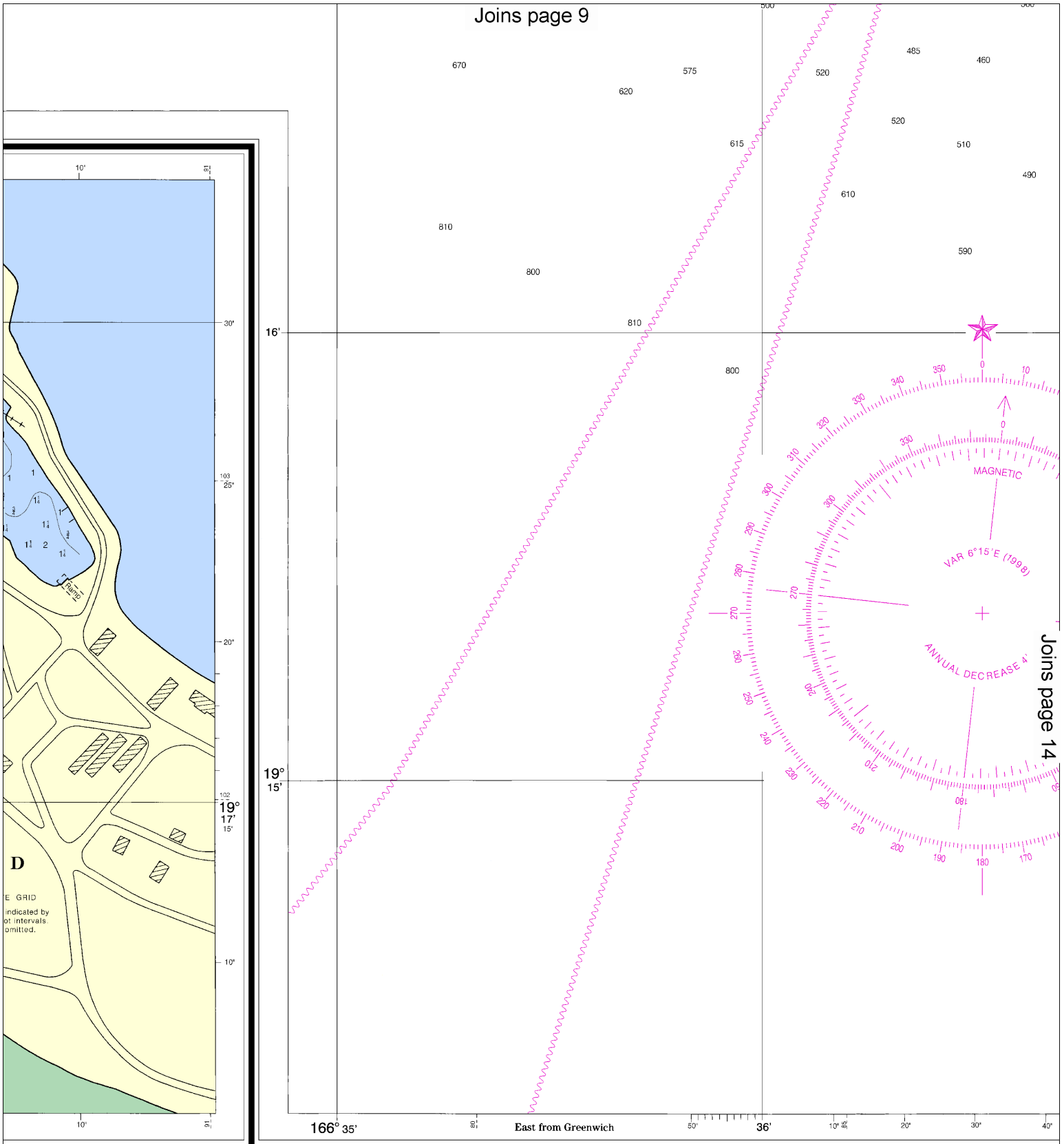
Printed at reduced scale. ~~SCALE 1:15,000~~

Nautical Miles
0 1

Yards
500 0 500 1000 1500

See Note on page 5.

Joins page 9



Joins page 14

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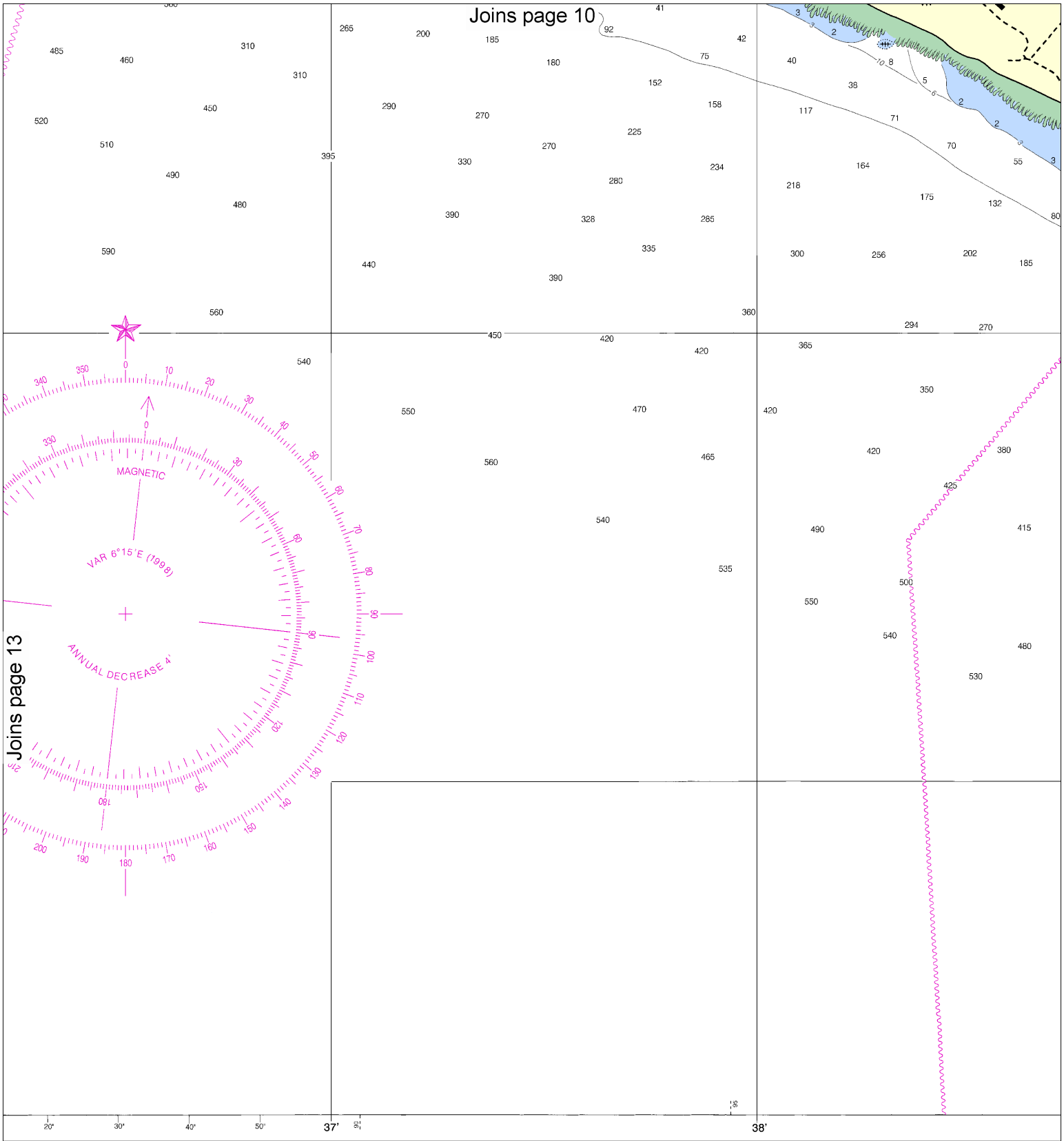
U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRAT
NATIONAL OCEAN SERVICE
COAST SURVEY



Published at Washington, D.C.
. DEPARTMENT OF COMMERCE
CEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY

SOUNDINGS IN FATHO

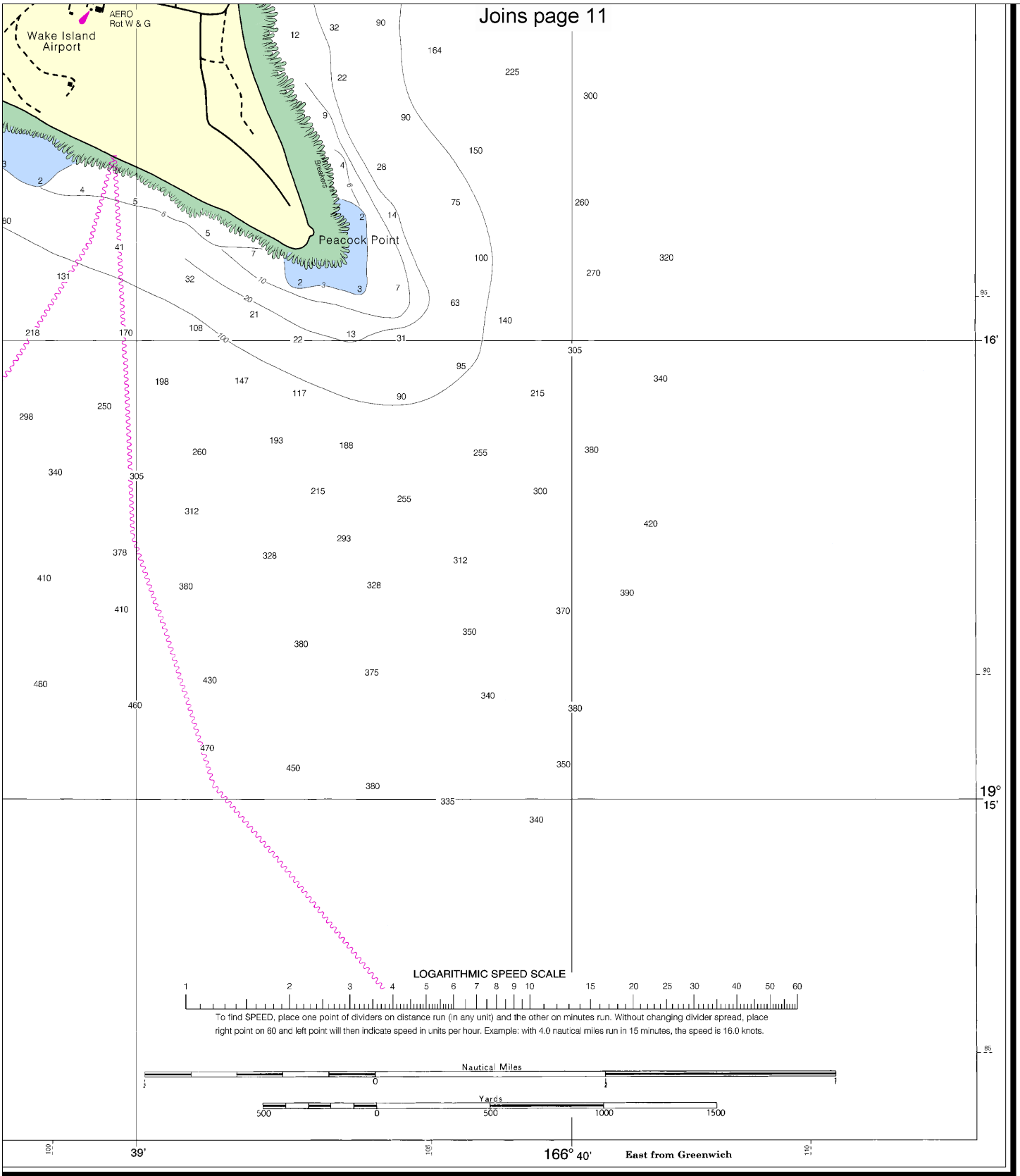
Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:15,000~~

Nautical Miles
0 1

Yards
500 0 500 1000 1500

See Note on page 5.



(Wake Island)

SOUNDINGS IN FATHOMS - SCALE 1:15,000

81664

ED. NO. 6

NSN 7642014013805 NIMA STOCK NO. 81AHA81664

81664
6/3/98

15

EMERGENCY INFORMATION

VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.
Channel 9 – Communications between boats and ship-to-coast.
Channel 13 – Navigation purposes at bridges, locks, and harbors.
Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other vessels. Contact the other vessel, agree to another channel, and then switch.
Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.
Channels 68, 69, 71, 72 and 78A – Recreational boat channels.

Getting and Giving Help — Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.

Distress Call Procedures

- Make sure radio is on.
- Select Channel 16.
- Press/Hold the transmit button.
- Clearly say: "MAYDAY, MAYDAY, MAYDAY."
- Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
- Release transmit button.
- Wait for 10 seconds — If no response Repeat MAYDAY call.

HAVE ALL PERSONS PUT ON LIFE JACKETS!

All Hazards NOAA Weather Radio NOAA's National Weather Service

NOAA Weather Radio All Hazards (NWR) is a nationwide network of radio stations broadcasting continuous weather information directly from the nearest National Weather Service office. NWR broadcasts official Weather Service warnings, watches, forecasts and other hazard information 24 hours a day, 7 days a week.
http://www.nws.noaa.gov/nwr/

Quick References

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Chart updates (LNM and NM corrections)	—	**http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html**
Coast Pilot online	—	**http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm**
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Marine Forecasts	—	**http://www.nws.noaa.gov/om/marine/home.htm**
National Data Buoy Center	—	**http://www.ndbc.noaa.gov/**
NowCoast web portal for coastal conditions	—	**http://www.nowcoast.noaa.gov/**
National Weather Service	—	**http://www.weather.gov/**
National Hurrican Center	—	**http://www.nhc.noaa.gov/**
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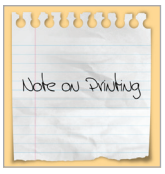

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NOAA's Office of Coast Survey The Nation's Chartmaker